



P&DARCS

Pakenham and District Aircraft Radio Control Society



P&DARCS NEWSLETTER OCTOBER 2025



Congratulation to David Law for your Hall of Fame Award from MAAA after decades of hard work and attention to detail.

Next Club Meeting & Coop AGM 1st Oct (Wed) 7.30 - 9.30 pm

Committee Members:

President: Keith Quigg

president@pdarcs.com.au

Vice President: David Law

vicepresident@pdarcs.com.au

Secretary: David Gibbs

secretary@pdarcs.com.au

Treasurer: Peter Harris

treasurer@pdarcs.com.au

Registrar: Trevor Garey

registrar@pdarcs.com.au

IT Manager: Daniel Jenkins

webmaster@pdarcs.com.au

Safety Officer: Alex Williams

safety@pdarcs.com.au

Facilities Manager: Norm Morrish

facilities@pdarcs.com.au

Field Manager: David Law

fieldmanager@pdarcs.com.au

Editor: Liz Ventevogel

editor@pdarcs.com.au

S.I.G. Coordinator: John Van de Waterbeemd

sig@pdarcs.com.au

Ordinary Committee Members:

Melissa Law

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Memories

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Alex's Corner

Recipe of the Month

Useful Links

P&DARCS [Homepage](#)

P&DARCS [Calendar](#)

CP&DARCS Club Rules and Safety [documents](#)

Upcoming Events

October, 2025

1 (Wed) 7:30 pm - 9:30 pm

[Club Meeting & Coop AGM \(Online\)](#)

22 (Wed) 7.30 – 9.30 pm

[Committee Meeting](#)

25 (Sat) 9 am – 12.30 pm

[Spring Clean Working Bee](#)

November, 2025

9 (Sun) P&DARCS Scratch/Kit Rally

For more info visit

<https://pdarcs.com.au/scalerally>

President's Report

Dear Members,

Change to Committee Appointments 2025/2026

The Committee is pleased to announce the appointment of John Van de Waterbeemd to the newly created role of Special Interest Group (SIG) Coordinator. This position has been established to act as the primary liaison for all Special Interest Groups wishing to use the P&DARCS field.

The role will:

- Streamline communication between SIGs and the Committee
 - Ensure consistency in decision-making
 - Assist the Committee in evaluating, approving, and supporting SIG activities
- John will also provide regular reports to the Committee on the progress of applications.

With John accepting this role, a vacancy has arisen in the Ordinary Committee Member position. The Committee has approved the appointment of Melisa Law to this role. Melissa has previously served on the Committee and brings a wealth of experience and commitment to the continued success of P&DARCS.

Please join us in congratulating both John and Melisa on their appointments. We look forward to the positive contributions they will bring to our club.

P&DARCS – Member Report

Water Collection and Storage Upgrade – Burley Field

Dear Members,

Earlier this year, I approached **Andrew Smallridge** (Darcsfield Cooperative Secretary) with a proposal for him to form a working group to investigate options for improving our water collection and storage systems at Burley Field. This was an important step in ensuring that our club has a reliable and sustainable water supply, both now and into the future.

I am pleased to advise that the **P&DARCS Committee has approved this**

proposal to proceed, and we are now moving forward with the first stage of works.

Stage 1 – Early Works

Andrew will lead the first stage of the upgrade, which will commence as soon as possible. This will involve essential maintenance and upgrades to our **existing water facilities**, with an allocated **budget of around \$5,000**. The aim of this stage is to bring our current systems up to an acceptable operational standard before we move on to more extensive improvements. This work will lead to an estimated 25% improvement to water harvest and retention at the field.

Future Upgrades

Following the completion of these early works, the committee will review and consider options for larger upgrades, as recommended by Andrew and the working group. These future upgrades will be planned and budgeted progressively over the coming year, ensuring the club continues to invest wisely in the long-term sustainability of Burley Field. Funding will be sourced from external sources (state and federal bodies) as well as being allocated within our own upcoming budgets.

Acknowledgements

I would like to acknowledge the valuable contributions of several members who have assisted in the development of this project so far:

- **Andrew Smallridge (Project Manager)**
- **David Walsh**
- **Ivan Chiselett**
- **Peter Harris**
- **Norm Morish**

Their knowledge, effort, and commitment to P&DARCS have been instrumental in shaping this initiative. On behalf of the committee and club members, I extend our thanks to them for helping to ensure the ongoing success of the club well into the future. This upgrade marks an important step in securing the infrastructure that supports our flying and our community. Updates will be provided to members as the project progresses.

See you at the field.

Keith Quigg | AUS 22897

P&DARCS President 2025/2026

Editor's Report

Hi Everyone,

Can you believe it's coming up to October already! Where has the year gone.

This month's edition has some fascinating features and thanks again to Stephen Green and Alex Williams for sending in marvellous copy.

I came across an interesting Facebook page called **Buzz's Model Airplane Magazine Collection**. There are some fascinating posts to look at.

<https://www.facebook.com/share/g/19Z5wCq4KZ/>

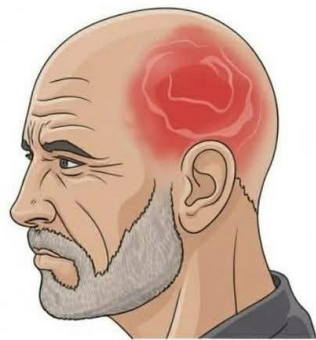
Be sure to look at the Memories page and see if you can recognise anyone.

As always, please send me anything you think members might be interested in.

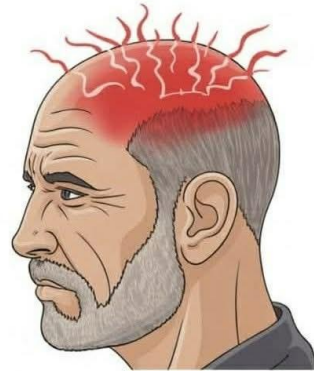
Cheers

Liz

TYPES OF HEADACHES



MIGRAINE

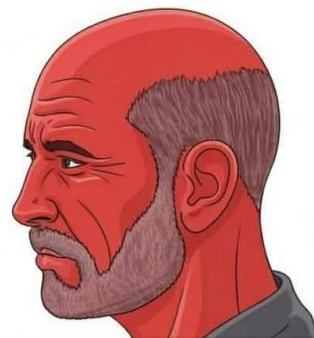


HYPERTENSION



STRESS

FM

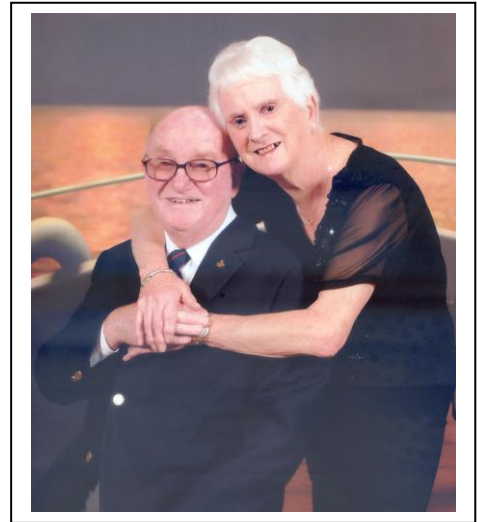


LOSING YOUR
FAVORITE AIRPLANE

Wal Schubach

13TH August 1928 – 23RD July 2025

Wal grew up through the depression in the 30's. During this period his father started a successful Farrier/blacksmith business in west Footscray. Nobody had much money and you had to make up your own games and played mostly in the street.



At 16 he purchased his first motorbike for 2 pounds and scrounged for 2 second hand tyres. He rode that around for 2 years without a licence as he was underage.

He worked as an apprentice carpenter for a building company in Mt Gambier for two and a half years, returned to Melbourne and passed a construction test to get a job with the P.M.G. and went to night school to improve his opportunities, eventually obtaining a Municipal Building Surveyors Licence and then became a Civil Engineer. When the P.M.G. split up he transferred to Telecom doing the planning for multi million dollar telephone exchanges in Australia.

He married Mavis in 1950, after 11 years adopted a daughter Julie Anne and a year later had a daughter Karen Jane. The marriage lasted 30 years and then they went separate ways.



**New Clubrooms
transported to Burley
Field and renovated.
One of the many
projects worked at or
supervised by Wal**

Wal has been interested in building and flying model aircraft all his life and has been a member of the Pakenham and District Aircraft Radio Control Society since it started. Has served on the committee as buildings officer for over 40 years, president four times, secretary and editor for a number of years. He received Life Membership status for his long-time service to the club and continued serving the club while still able.

His prime passion has always been with scale models and was a keen competitor and scale flyer. Over the years he competed in over forty National Championships throughout every State around Australia and in New Zealand.

He won his place at the National's to represent Australia in many World Championships. Twice in U.S.A., twice in France and once in each of Canada, Holland and South Africa. He also attended numerous World Championship as a team supporter. What he enjoyed most about the World Champs was the companionship. We are modellers together. The major highlight of his time in Aeromodelling has been making many very close friends in many countries and travelled around the world attending aeromodelling events.

In 1986 Wal met Pearl at a dance at the St Kilda Town Hall and they have been together for the last thirty years. Early in their relationship he asked for her hand, which she agreed to ten years later. Pearl came with a family Melinda and Georgia and three Grandchildren.

Wal was invited into Freemasonry, joining the Lodge of Mt Waverley in 1962 and only ever missed a meeting through illness. After discussion with Pearl, he accepted the office of Worship Full Master of the Mt Waverley Lodge for the year 1995/6. He visited Lodges throughout Victoria and in Darwin, South Africa, England and USA. He and Pearl regularly volunteered to assist in the kitchen of the Melbourne Lodge.

He received special recognition for 50 years of service as a Mason.

Wal has been a great friend and will be sadly missed.

**Pearl always at Wal's side
assisting as flight mechanic
at many championship
Events.**

Space Walker



P&DARCS Scratch & Kit Built Rally

Sunday November 9th 2025 - 9:00am

Field Location; Cnr Fowler & Wenn Rds. Cardinia, (50K East of Melbourne) Vic



All Kit & Scratch Built Aircraft welcome. No ARF's please

Tell your friends to come and see some great model aircraft.

- No documentation required – just fly and have fun. Starting 9am.
- Non-Scale aircraft welcome, they must be from a kit or scratch built.
- Pilots must be MAAA affiliates – MAAA cards and Model Permits must be sighted.
- 1,500ft ceiling height enforced.
- Model building projects most welcome, a trophy will be awarded.
- See web site, www.pdarcs.com.au/rally, for information & entry forms.
- **Please note, dogs NOT allowed at field, even on a leash.**
- HOLK RC will have a shop at the field.

\$10 registration fee for pilots..

Locality Plan



Sponsored by HOLKRC.com

Memories

Simon Ventevogel came across this old programme for the 1991 World Championship held in Wangarratta. The event included F3A, F3C and F3D.

See if you can spot some old faces!



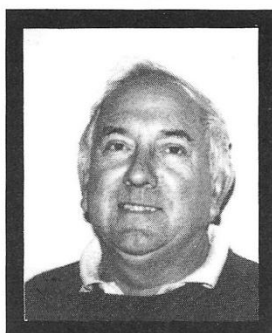
The Organizing Committee



Contest Director Brian Green.

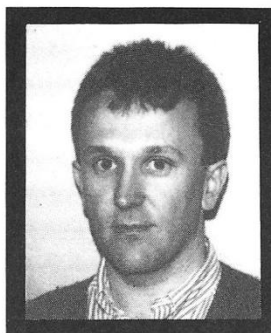
Past National Champion in F3A Aerobatics, F3D Pylon Racing and Gliding and past Victorian State Champion in Helicopter. With thirty years of competitive experience including three times F3A World Championship competitor and a current Masters Class F3A competitor, Brian has been heavily involved in promoting F3A aerobatics in Australia. His philosophy as C/D is simply to apply the rules equally to all competitors and to ensure that all competitors, be they first time or the reigning World Champion, receive the same degree of attention and respect from all judges and officials.

F3A



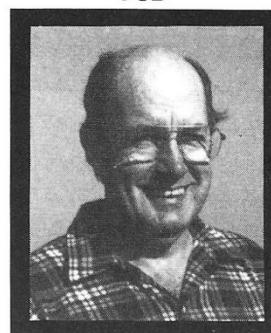
Henry Hutchinson operates his own plumbing business in Safety Beach, Victoria. He has been the Australian Pattern Association Contest Director for nine years during which he has C/D'd National Championships and Kraft Masters International events. Henry regularly competes in Expert Class F3A Aerobatics.

**Event Directors
F3C**



Barry Hendy is an Electronics Engineer and has been R/C modelling since 14 years of age and has been flying helicopters for the last six. During that time Barry has been National, Trans Tasman, NSW and Victorian State F3C Champion. Barry also C/D'd the 1988 Trans Tasman F3C event.

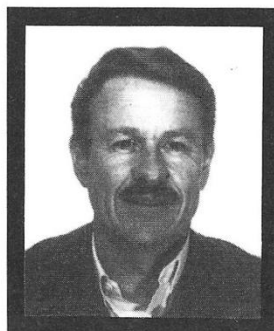
F3D



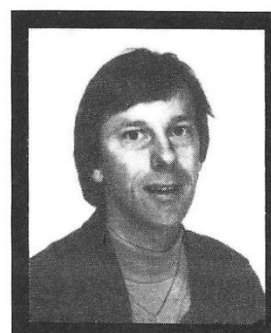
Keith Harvey commenced aeromodelling in 1948 and started in R/C in 1954 with ED valve equipment. Keith has a long and distinguished competitive career in both Gliding and Pylon Racing. Represented Australia at the F3B W/C in 1981 and in F3D in 1987. Australian National F3D Champion in 1987 Keith just missed a place on this W/C F3D team.



Tom Bloodworth, President of the Australian Pattern Association is an Executive with the ANZ Bank. Ten years in Radio Control modelling with the last six years competing in aerobatics and an active Masters Class F3A competitor for the last three, Tom looks after the finances of these World Championships.



Robert Clarke operates his own Construction Cost Estimating business and has been involved in Aerobatic competition for the last four years. Secretary of the DAC Club and the APA, Rob competes in Advanced Class Aerobatics. The W/C Administration Centre and Accommodation are handled by Rob.



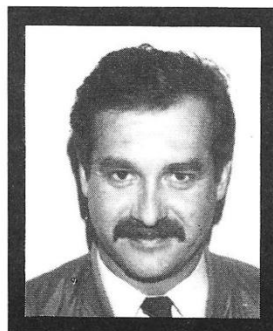
Colin Lane works as an Information Officer and has been aeromodelling for five years, the last three as an aerobatic competitor. Colin is the Australian Pattern Association newsletter editor and competes in Advanced class Aerobatics. The W/C bulletins and the competition newsletter are under Colin's control.



Beverly Hutchinson is a Life Member of the Australian Pattern Association and with Henry participates in the organization of many APA contests. Souvenirs are handled by Bev.



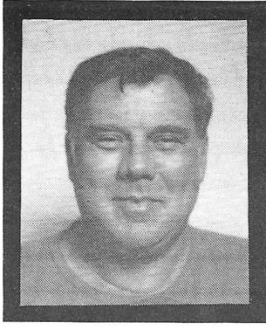
John Hughan, active pylon competitor is a F3D representative on the committee.



Bruce Smith an active helicopter flier is a F3C representative on the committee.

Australia

F3A Aerobatics Team Manager



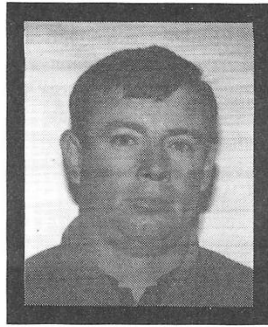
Bruce Walker, a mine surveyor with BHP Collieries has been aeromodelling for eight years. Bruce is a regular competitor in F3A competitions.

F3C Helicopter Team Manager



Simon Ventevogel from Melbourne is a printer with Opax-Spectron. President of the Croydon Aeromodelling Club and safety officer with the Melbourne Radio Control Helicopter Club, Simon has placed in the 1991 state and national helicopter championships.

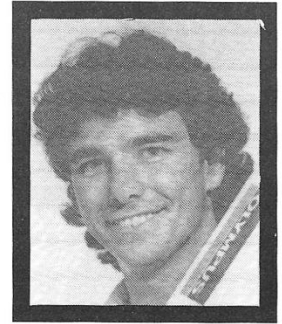
The Pilots



Steve Coram is a self employed brick layer from Western Australia. Three times national and six times state champion, this is the second World Championship competition for Steve. He is flying an OS61H powered Aurora.

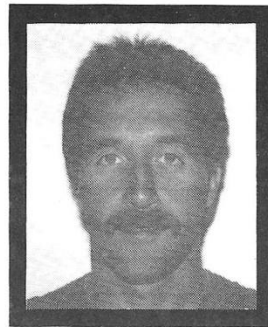


Eddie Edwards, a toy & hobby shop owner from Geelong is competing in his fifth World Championship. With many wins in state and national championships behind him, Eddie is competing with his own design Javelin 8.

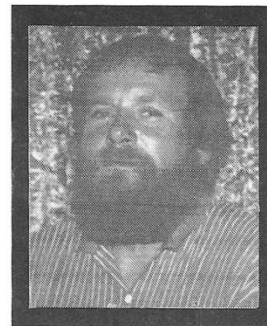


Peter Goldsmith from Sydney is a graphic designer and partner in Kennedy Goldsmith Graphics. Various state & national wins and a place in the flyoff at the 1989 W/C are the highlights of Peter's competition record. He is flying a light weight Australian designed Slingshot.

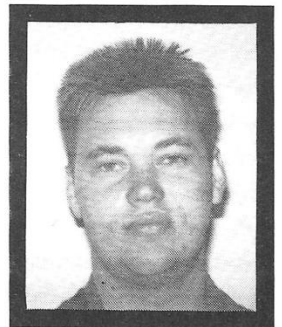
The Pilots



Rob Barbuto from Melbourne is flying a Kyosho Concept 60 helicopter and is a service technician with the Gas & Fuel Corp. With four national and six state championship wins in his fifteen years of modelling, Rob is also the current Trans Tasman champion.



Fred Proos from Queensland is a self employed carpenter with twenty years of modelling experience. Fred is flying an Xcell 60 Longranger and is president of the Lockyer Valley Aeromodeller Club.



John Wessel, an airconditioning technician with Airmaster Australia is from Melbourne. John has added the current national championship to his previous national win and is flying a Kyosho Concept 60 helicopter.

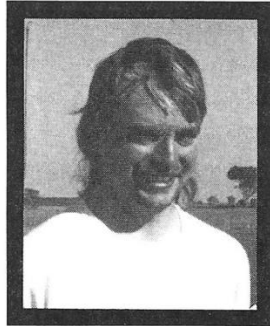
Australia

F3D Pylon Team Manager

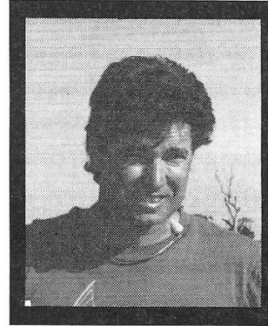


Ron de Chastel has represented Australia seven times in Pattern and Pylon. A National Scale Championship and five times Queensland Champion of Champions add to an impressive competitive record. Honorary life member of both BARCS and the MAAQ, Ron is currently newsletter co-editor and contest director of the Suncoast Model Flyers.

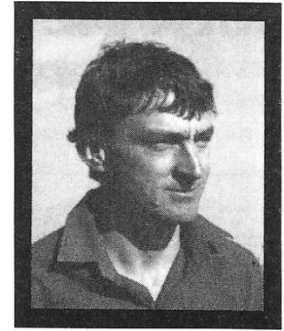
The Pilots



Roger Langham, a radio control technician with Kraft Systems Australia, holds the current Australian 1/2A record. Several times National Pylon Champion and co-editor of the VMPPRA newsletter, this is Roger's second World Championships.

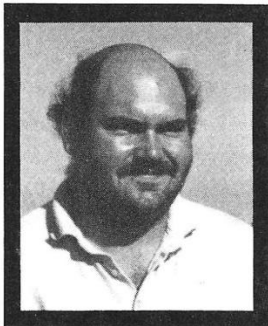


Ranjit Phelan is a fire fighter with the NSW State Fire Department. A long and distinguished competitive career includes a second individual F3D World Championship placing. Recognised as one of Australia's top engine tuners, Ranjit also has been inducted into the MAAA Hall of Fame.

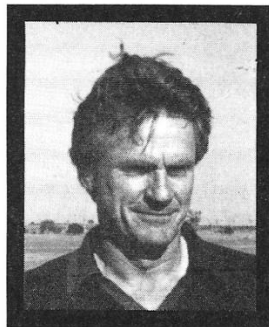


Glenn Matthews is a radio technician with Rockwell Electronics. Placed 3rd and 4th at previous F3D World Championships and a member of Australia's 1987 W/C winning team, Glenn has been inducted into the MAAA Hall of Fame and has established several Australian F3D records. Treasurer of the VMPPRA, Glenn has the total support of wife Nerida.

The Mechanics



Malcom Holloway



Robin Gray

Stuart Maxwell

The International Supporters

Argentina	Mrs Sancho Falco Mario Somenzini	Germany	Hartmut Mrowczynski RhinoPiro Rudy Sontag	Poland	Piotr Kruk Dorota Putrzynska
Australia	Shirley Barbuto John Chadd Irene De Chastel Neil Frazer Caroline Goldsmith Nerida Matthews Julie Phelan Max Tandy Liz Ventevogel Chris White	Japan	Hirotoishi Dei Sadami Hara Youichi Konno Makoto Kuni Yoshiaki Kurokawa Ginichi Miyamoto Yoshiaki Nagatsuka Hiroshi Nakamura Yoshiji Naruke Masahiko Nishimura	Singapore	K.W. Chan Wong Hong Cheong Lindsay Gray Mr Sthipan
				Spain	Carmen Curto Carlota Roca
				Switzerland	Willi Boeni Gabriela Gasser Marinella Graber

Know Your Pliers

Types of Pliers



Hose Clamp



Crimping



Long Nose



Diagonal



Slip Joint



Tongue



Bent Nose



Bail Make



Spring



Battery



Canvas



Chain Nose



Flat



Eyelet



Fencing



Grommet



Hose Grip



Linesman



Puller



Locking



Piston



Running



Sheet



Plug



Welding



Scratchbuilt Kit and Rally

November is looming and there are two of Dad's scale racers to get going. But first, a bit of time in the hangar is required because the right rear undercarriage rail in the Spitfire, which I've entered the Flying Only category at the Nationals in October, had worked loose. Again. My first crosswind land-

ing with the Spit is probably what created the problem.. Conditions had eased at the 2023 Shepparton Mammoth Scale, and a few seconds after take off what appeared to be a lull vanished. Leaving me to wish I had not indeed taken off. My first attempt getting back in was aborted. Cranking in more right rudder revealed the limit before the nose pitches down markedly. Full power and not quite enough



Crosswind into the main runway at Ian Watts field in Shepparton



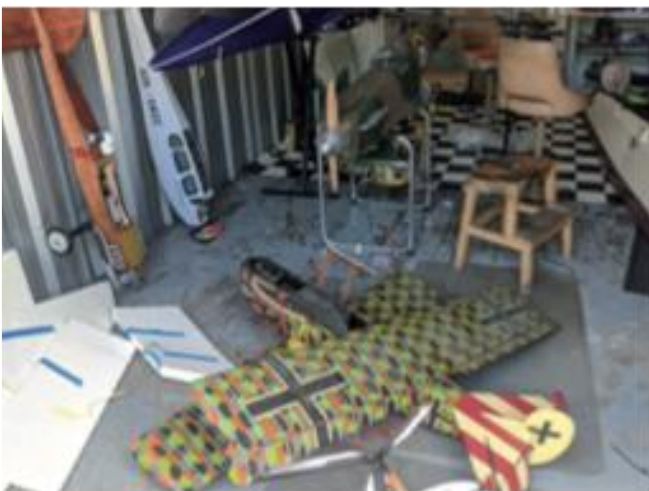
Fortunately the rail was not broken



Tight fitting blue gloves are better

Warming the 24 hour epoxy up it thumped on, then as it climbed away, landing gear still attached. Much to my surprise. Two more attempts resulted in an acceptable touchdown. Towards the end of the landing roll the right hand wheel departed company.

The walk of shame revealed a broken Robart oleo strut. No fault of the product, the model is well over the manufacturer's upper weight range. The other task was replacing the canopy after this old Fokker DV111 fell on it.



Replacement canopy sourced from Peter Goff's Scale Aero Products



It was shoehorned into this car once



Single pilot operation

One modification I made to Dad's build was removing the significant amount of lead glued to the fibreglass cowl and re-distributing it into every nook and cranny I could find. Couldn't place all of the four kilograms of ballast, subsequently I spent quite a bit of time flying one very touchy model thanks to a now very aft Centre of Gravity.

It took a number of flights to find a good setup. Which meant taking the thing home then off with the cowl to squeeze in more lead, then returning to the field. The amount of elevator travel is a most important part of that process. Don't make the mistake of having lots of elevator throw, just in case. With 35



mm of up elevator and the CofG as per the pics on the next page it's a good setup. Which would work on any mark of Spitfire because the overall wing planform never changed. Only the wingtips.



Tank empty, gear down the CofG is 195mm from the leading edge. Up elevator measured at its widest point is 35mm - 39 mm down, This produces a good flying experience



Chord at this location is 570 mm. $195\text{mm} / 570\text{ mm} = 34\%$



Centre of Gravity sorted at last - Stable approach with 2mm up elevator mixed and forty five degrees of split flap



Scale Racers

Screwing the radio back into Mr Smoothie is easy enough. Once I got it back down from the ceiling that is. The motivation is there now that I have another engine. The old engine runs fine except it is on my last spare piston, ring and liner. Which is why it runs a pretty rich needle setting. The cowl is such a tight fit that an on board ignitor isn't an option so the pocket starter has to stay connected until it is lined up for take off. Otherwise it drops a cylinder and it won't maintain altitude on one. The last time it flew was at Burley Field. There is a bit involved operat-

ing this model. At 9kg with 2.5 inch wheels and not much propeller clearance the grass was a problem.

So the procedure was to push it out on to the strip, line up, run the engine at full power for a few seconds, back to idle, pocket starters off and go. I haven't been to the field since the new mower was purchased. Shorter grass should make for a less complicated take off. Hopefully with the new engine I can taxi turn and go.

The humongous undercarriage doors offer up another challenge. They tend to depart the airframe at 250 kph. Tried rolling inverted after take off



Managed to get it down without busting it



This engine was given the once over by retired engine man Robyn Hearn



Doors ajar at Adelaide Golden Era Air Races



More ducting for the rear cylinder required

then turning before retracting the gear in the hope the negative g force would help ensure they stayed locked. They rely on air pressure to remain in the up position so that was a waste of time. Nutting out a servo operated door lock would be the go but I will fly it again before going to that effort.

The fuel bill is up there compared to petrol power. These 60cc twin cylinders really chew through the methanol. One and a half litres doesn't last very long but when it's on song, it is something. Its last few flights demonstrated the value of telemetry. The prop that sounded and appeared better in the air was 20 kph slower. If I can get the rear cylinder cooling sorted so that piston doesn't lurch itself, I should be able to lean it out and see what she tops out at.

Smoothie handles well. Being so old now the very thin trailing edges have a few warps and that ultra thin RG 14 wing section hangs on surprisingly well at slow speed. I found that out gliding back on a dead stick approach forty five degrees to the main runway. Gear left up until the last few seconds, the better Bolly prop cannot be replaced, I chanced it. Hauled

the nose up, dropped the flap and dragged it over the grass on the edge. Dropped the gear and made it. That's one advantage of not slowing the retraction and extension to achieve scale appearance. The Spitfire is the same although now it has had quite a few flights and reliable, I might slow the gear as it goes up. That's where everyone sees it. Won't bother the other way. Just like the big ones I select gear down on downwind in the circuit.

There was quite some controversy when the full size home built entered one of the big National Air Race meetings in USA in the 1930s. Retractable gear and a Menasco six cylinder racing engine it look promising. Far more streamlined than the big radials, famous competitors such as Roscoe Turner and a few others nobbled it by following the rules. Only a certain number of aeroplanes were allowed up during the qualifying period and the chaps decided to take so long the time ran out. Hence Mr Smoothie did not get to qualify. So much for sportsmanship.

With a bit more oomph Smoothie should be competitive with 85cc petrol in the Hawk Speed Six.



Quarter scale Miles Hawk Speed Six with the ubiquitous Desert Aircraft DA 85 engine



That just has to have the engine put back in. The internal canister muffler made this a complicated installation. It was good to go quite some months ago but alas the engine would fire then stop. Fuel tanks in and out a number of times but no improvement. Finally I sent it back to Desert Aircraft with what I felt was a carby problem. Thanks to their impeccable

Receiver and rudder servo



Choke servo and ignition cut off



Covered from heat



Throttle servo and ignition module



Bristol Freighter



Super Sabre

after sales service the engine came back in a couple of weeks. Having had quite enough of dealing with complicated models I had put the project aside for the time being to concentrate on completing my RAA pilot license. Depending on the prop I'm hoping the Hawk will top 300 kph.

There are a few of Dad's other scratch built models to be completed. The quarter scale Eindekker was scratched from a Lou Proctor plan. It has flown but the lower undercarriage assembly needs replacing. Also I am thinking to remove the 6S LiPo setup and replace it with a petrol engine. It has plenty of power but no noise.

After a little structural work the wing on the F-100 and it's ready to start the most arduous task. Sanding and painting. The Bristol Freighter is something Dad used to work on at Essendon Airport. Maybe next year.

Having run a few events myself I am looking really forward to just kicking back, shooting the breeze and having a fly. There are a couple of build projects of my own lurking but right now there is quite enough to keep me occupied for some time.

Leslie V12 Model Aero Engine

This Spitfire is one of Trent Smith's excellent glass and foam kits I bought from a Facebook ad last year. It turned out to be bigger than the 1/5th scale Spitfire I was after. Thus no real use for another big one. Plus, as has been revealed, I have way more than enough unfinished models now. Sometime next year it should be finished and fitted with this marvellous V12 engine manufactured by Philtech in Melbourne.

My involvement in this project is test flying. The first flight was in a 1/5th scale P51 and we are just about ready for its next outing. We are planning to

bring the model to a few events but that is on the proviso all goes well. My biggest worry is the undercarriage structure. The V12 runs really well but Top Flight ARF balsa ply airframe is five kilograms over the usual weight. By the way the engine is scratchbuilt right here in Melbourne and production engines are now well underway.

Stephen JGreen.



www.philtech.au

Scale Nationals 2025

As the designated Special Interest Group for the MAAA, the ASA has been tasked with organising the Scale Nationals event this year. This event also sees the Team Trials for those wanting to compete in the Scale World Championships to be held next year in the U.K. The BADMAC club near Bairnsdale will be the venue. They have a first-class facility with a very active and enthusiastic committee.

There is a sub-committee comprising of ASA members and the CD of BADMAC busily toiling away in the background to put together the event.

Instead of just relying on the ASA committee to do all the tasks, we are looking for some enthusiastic individuals to help with a few things over the event. Mel Law is the main driver for the event but is also intending to compete to earn her place on Australia's World Champs Team. The same goes for our fearless leader Alex. Let's help them out by volunteering to perform some easy tasks during the event such as:

- Assistance with model registration, weighing and checking of any permits
- Those who would be interested in learning how to judge flying (rotating role so you're not stuck at the flightline all the time). Training would be provided beforehand.
- Experienced judges for both static & flying



SCALE NATIONALS
2025 **24-26 OCTOBER**
BADMAC CLUB
VICTORIA

EVENTS:

- **F4C & F4H** (Team Trial participants 15kg weight limit - non team trial entries 25kg limit)
- **Team Scale** - Builder and pilot of the model is different - Static Judging to constitute 50% of score - 25kg weight limit
- **Flying Only** - No static - 25kg weight limit
- **Jet Class** - No Static - Set flying routine - 25kg weight limit.

Please note that F4C & F4H Team Trial entry date has expired. i.e. no more entries.

All ASA members will be emailed an online registration form.

Mel has set up a dedicated Facebook page for the event:



Please use this page to register for the event – NOT THE REGULAR ASA FACEBOOK PAGE

Alex's Corner

Safety Officer Hat Goes On

G'day Folks,

This is coming to you from your friendly safety officer.

When I first started at P&DARCS, a blink of an eye ago if compared to many / most of the members, everything was new to me. I had a lot to learn. But that also meant that I was a clean slate, open to any and all information that was coming my way.

One of the things that I was unclear on, and got politely smacked for, was the rule of not over flying the main runway when the wind was easterly or westerly. I look back now and am inwardly embarrassed that I needed reminding by the kind sole who did that flying over the main runway in that situation was not sensible, let alone the correct thing to do.

Another topic that I was loose on, back in those naive days, was standing behind the pilot's barrier while flying. I won't bother going into great depth about my thinking on the subject, but let's just say that I've had a good number of speeding tickets over the years and just leave it at that.

As we know, the club recently updated the pilot barriers. A small team of dedicated members installed the new barriers, and none of their names were Farraday.

Phew for that, ey?

Following the upgrade, it was made known that the barriers were there for a reason, and we were encouraged to use them. By now I'd been at the club long enough to realise some of the reasons why, so I did.

In my speeding ticket mind, I felt that I was doing someone a favour by standing behind them but have come to understand, and appreciate, the “why” since then.

And the “why’s” are varied and significant.

There’s the obvious ones, such as reducing the chances of being hit by a rogue plane. Even in my short time at P&DARCS, I’ve seen slightly out of control planes flying into the human part of the field, so it does happen. I’m sure we’ve all heard the stories of rogue planes hitting cars. I won’t be happy if an out-of-control plane hits my car, but I’d be significantly less happy if it hit me.

The pilot barriers are there to protect the humans, not stop the plane, in the same way a racing car driver wears a helmet. It’s there to protect the human, not stop the crash.

The highest reason on my list for standing behind the barriers is to reduce the chance of blocking another pilot’s view of the runway and their plane. Ducking and diving to try to see your winged pride and joy as it careens towards potential doom on landing is not a time of rainbows and sweetness. It’s a time when you are pinpoint focused on the minutia of elevator, aileron, maybe a touch of rudder, THROTTLE – go around. Phew. I need to do better next time. Thank heavens I saw at the last possible moment that I’d forgotten to lower the landing gear.

I think of it this way; If I’m standing outside the barrier and get hit by a plane, much of that is because of my own choices. But if I’m behind the barrier and suddenly can’t see my plane for a safe landing, well I’ll let you figure out the rest.

Happy, and safe, flying.

Alex SOE. "

Alex Williams

alex_of_oz@yahoo.com

RECIPE OF THE MONTH

Chilli Marmalade Prawns

This is a recipe we have been making variants of for decades. We've used it on lamb chops, crumbed chicken thighs and prawns with slightly different ingredients but the orange marmalade is always front and centre. The slightly bitter taste of the orange peel against the sweetness of the honey and the heat of the chilli is a fabulous combination. Enjoy.

Tips:

I always make a shallow slit down the back of the prawns. This makes them open up along the back and curl up . It's purely aesthetic and is optional.

The Chinese Five Spice powder is a mixture of spices. It contains star anise, cinnamon, Szechuan pepper, cloves and fennel seeds. It is readily available in supermarkets and gives a beautiful background fragrance.

The sauce can be made ahead and reheated as required

Black sesame seeds are unhulled and have a slightly stronger flavour than the white ones. They are readily available in supermarkets. I use them as I like the contrast.

Amounts shown will feed four people.



Ingredients:

500g large prawns with tail left on

1/2 teaspoon of salt

1/2 teaspoon of pepper

Cornflour

Oil for shallow frying

Sauce:

1 tablespoon of vegetable oil

1 teaspoon of Sambal Oelek (or one finely sliced Birdseye chilli)

1 tablespoon of grated ginger

1 tablespoon of grated ginger

1/2 teaspoon of Chinese five spice powder

3 tablespoons of orange marmalade

2 tablespoons of honey

200ml of orange juice

1 tablespoon of fish sauce

1 teaspoon of cornflour mixed with 1 tablespoon of water to thicken sauce

Black sesame seeds for garnish

Method:

Heat the oil a pan and add in the garlic, ginger, chilli and five spice powder.

In a jug, mix together the marmalade, honey, orange juice and fish sauce until well combined

Add this mixture to the garlic and ginger and bring up to the boil

Mix together the water and cornflour and add it to the sauce. This will thicken it and make it glossy

In the meantime, make a shallow slit along the back of the prawns (this enables them to curl up when cooked)

Season with salt and pepper and a little cornflour

Heat oil and fry the prawns till just cooked

Drain on paper towel and gently fold the cooked prawns through sauce until well coated

Serve piping hot topped with black sesame seeds sprinkled on top

P&DARCS Calendar

September, 2025

17 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

October, 2025

01 (Wed) 7:30 pm - 9:30 pm [Club Meeting & Coop AGM](#)
[\(Online\)](#)

22 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

25 (Sat) 9:00 am - 12:00 pm [Spring Clean Working Bee](#) Field
Open: **No**

November, 2025

09 (Sun) [P&DARCS Scratch / Kit Built Rally](#) Field Open: **No**

19 (Wed) 7:30 pm - 9:30 pm [Committee Meeting](#)

December, 2025

03 (Wed) 7:30 pm - 9:30 pm [Club Meeting \(Online\)](#)

06 (Sat) 9:00 am - 07 (Sun) [VPA Precision Aerobatics](#)
[Competition](#) Field Open: **No**

10 (Wed) 7:30 pm - 8:30 pm [Pre Christmas Committee Wrap](#)
[Up Meeting](#)

April, 2026

17 (Fri) - 19 (Sun) [ASA Monty Tyrrell Scale Rally](#) Field Open: **No**

**Next Club Meeting and Coop AGM On-Line 01 Oct (Wed)
7.30 - 9.30 pm**

